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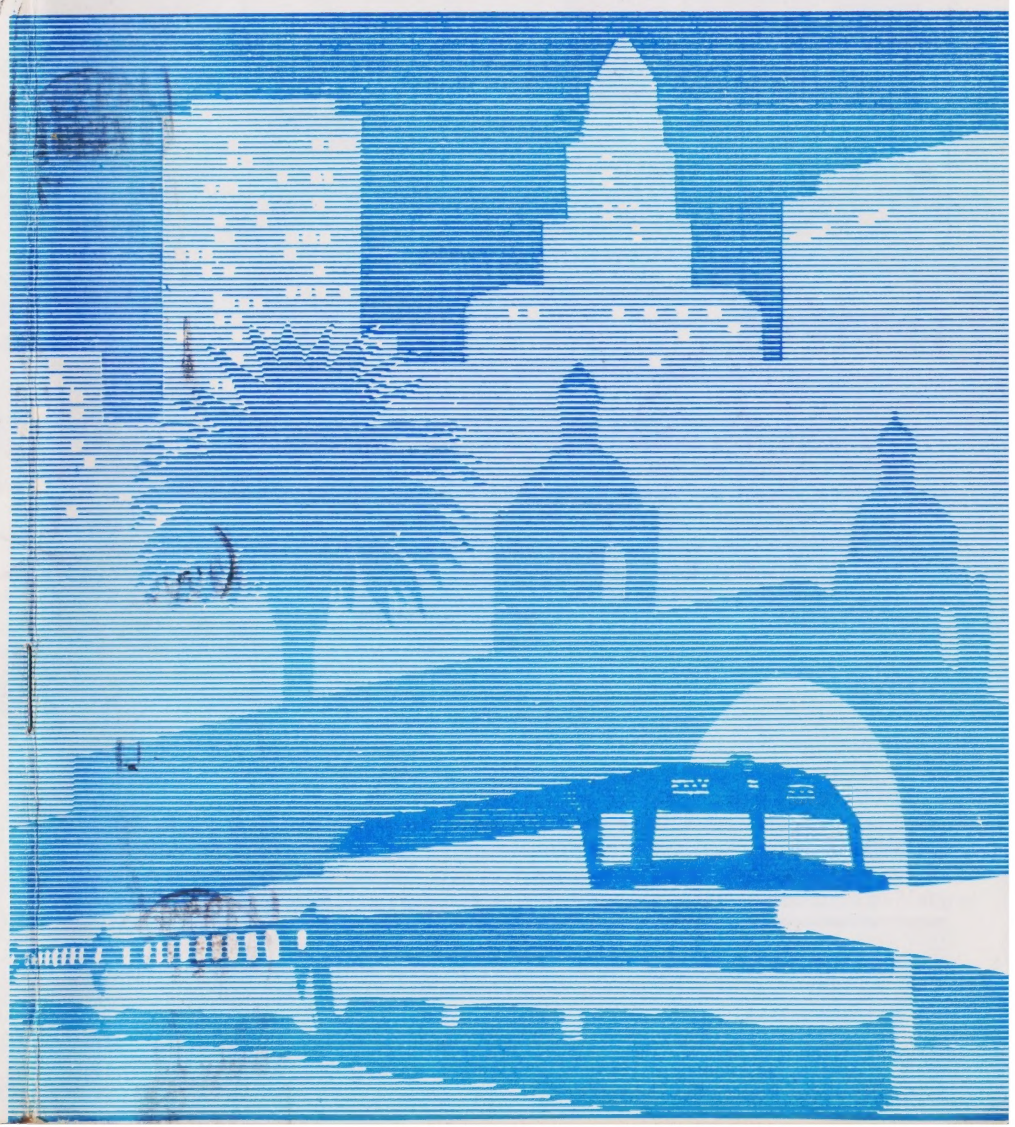

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TED AND SYLVIA BLISHAK, OWNERS OF ACCENT ON TRAVEL, HAVE RECEIVED AMTRAK'S GOLDEN SPIKE AWARD FOR PRODUCING MORE RAIL SALES THAN ANY OTHER AGENCY IN THE PENINSULA-SANTA CLARA VALLEY AREA.

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Garland, Texas

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(2) Heavy emphasis on construction of new highways (over 40% of Highway Trust Fund expenditures in the House bill) when we can't adequately maintain what is already built.

(3) Liberalization of truck weight and size restrictions, which would put the highways into even worse condition, and make them more dangerous for auto users.

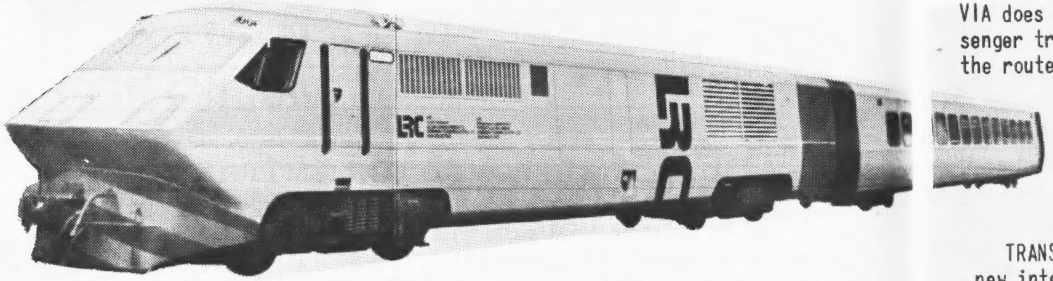
(4) Easing of environmental review requirements where a federal-aid highway project takes parkland or land involving historical sites.

(5) Retain federal control over transportation decisions increasingly acknowledged as appropriate state responsibilities. This would come about both because of the heavy federal involvement in determining how federal gas tax money is spent, and because a new federal gas tax would make it more difficult for states to raise their own gas taxes next year to meet basic needs determined by the state.

NARP said it does support two concepts in the bill: designation of gas tax revenues for mass transit, and increased user charges for heavy trucks.

In a New York Times editorial (Dec 16) former Senior Editor John B. Oakes wrote that the bill is "essentially a fraud." He said "Its true purpose is less to repair highways, as advertised, than to build new and unnecessary ones."

RAIL CANADA



EDMONTON LRT CONSTRUCTION on Jasper Avenue is on schedule, due to open for revenue service on Jun 26, 1983. However, the Government Centre station, which was to have completed this stage of the project, has been shelved indefinitely because the Province stopped all funding. When the money was cut off, there was enough left to finish the line to Government Centre, but the funds were switched to complete a new carbarn instead, which will open in late summer, 1983. It will replace the old Cromdale Shop, which the LRT reopened in 1977. It was an old streetcar, and later trolley coach facility. Some cars will be placed in storage for the time being. The Province acted on behalf of the pro-highway lobby which dominates the Transportation Dept. The Transport Minister, a farm implement dealer from Alberta's dryland farming area, returned from a trip to Texas and announced that the Texans were able to get by in cities bigger than Edmonton without rail transit, and that no further funds were going in (he was evidently not aware of Houston's rail plans). Calgary is continuing to build its Northeast Line with municipal funds, but Edmonton applied the brakes as fast as possible.

VIA'S NEW PRESIDENT, Pierre Franche, who took office Nov 1, met with the Commons Transport Committee Nov 23 and was "bombarded" with horror stories about VIA service, according to newspaper reports. Franche said that VIA doesn't plan to drop any more trains in the next couple of years; "We're looking for stability", he said. Among the complaints he received about VIA service were reports of malfunctions with its new LRC equipment. Franche said VIA is making considerable progress in debugging the new trains.

CANADA LABOUR RELATIONS BOARD has reached a "landmark" ruling which ads hundreds of CN Rail clerical workers to the labor bargaining unit represented by the Canadian Brotherhood of Railway, Transport and General Workers.

CP RAIL ANNOUNCED furloughs for 3200 railway workers from mid-November to early January, a 7-week period. Labor spokesmen criticized the move as coming shortly after a new grain sale to the Soviet Union was announced, a sale which will increase the demand for rolling stock. Workers should be kept at work repairing equipment, they said.

LAST ISSUE'S REPORT about the service at Nakina was completely garbled, for which we apologize. Writes the reader who originally submitted the item: "Never will VIA connect with the Algoma Central at Nakina. Perhaps at Hearts, Oba or Franz, but never at Nakina. Train 272 is a VIA accommodation train from Nakina to Hearst, where one can make overnight connections to the ACR on Friday and Sunday nights." A Montana reader adds: "However, the point is a good one, as far as connections go. Westbound VIA train 273 operates from Hearst to Nakina on Tuesdays, Thursdays and Saturdays, arriving Nakina 5:30pm; however, train 7 for Winnipeg departs Nakina at 9:35pm, but on Sundays, Wednesdays and Fridays. Eastbound VIA train 8 arrives Nakina on Tuesdays, Thursdays and Saturdays at 9:55am; connecting train 272 for Hearst departs Nakina at 11:30am, but on Sundays, Wednesdays and Fridays. In other words, the connecting TIMES are great, but the DAYS are all wrong. To top it off, both VIA trains 272 and 273 at Hearst miss CN bus connections for Kapuskasing, Ontario by one hour! The bus is important, because at Kapuskasing a connection is made both ways to VIA/Ontario Northland trains 128 and 129 to and from Toronto. VIA does appear to be discouraging ridership. As for the Algoma Central, its passenger trains run between Sault Ste Marie, Ontario and Hearst, Ontario, crossing the route of the CANADIAN at Franz, and the route of the tri-weekly Capreol-Winnipeg trains 7 and 8 at Oba. Northbound train 1 runs Friday, Saturday and Sunday; southbound train 2 runs Saturday, Sunday and Monday. Algoma Central's train 1 connects with both the westbound and eastbound CANADIAN at Franz, and with VIA train 7 at Oba on Fridays and Sundays only. Unfortunately, however, no useful connections exist from VIA trains to Algoma Central train 2."

TRANSPORT 2000 QUEBEC members distributed 1500 leaflets and schedules for the new integrated commuter rail service between Rigaud and Montreal Windsor Station on Dec 2, 3 and 4. The distribution will be repeated in the next few months in other locations. Ridership is already increasing on the line and the consists of all trains have lengthened since Oct 1. The first engine with the new paint scheme, probably engine 4075, will be ready in a few weeks. Cars will also receive the new MUCTC Rail paint scheme.

URBAN-SUBURBAN TRANSIT

DOT APPROPRIATIONS BILL for FY 1983, finalized by the joint House-Senate conference on Dec 9, included the following sums for commuter rail appropriations: $59 million for NY and Connecticut; $39 million for SEPTA; $22 million for NJ Transit; $5 for Maryland DOT and Commuter Services Corporation; and $35 million for Chicago RTA.

CONNECTICUT STATE OFFICIALS on Dec 15 agreed to alter the Connecticut Turnpike 17½¢ tokens so they will not work in New York City's subways. There was no indication as to who would pay the estimated $15,000 needed to modify the tokens. So far, officials estimate, New York has lost $30,000 in revenue from illegal use of the tokens in its 75¢ subway machines.

NEW YORK STATE Assembly is working on a regional payroll tax to balance the budget of NY City's MTA. The tax would amount to .44% of the payroll of private employers after the first $50,000 of payroll. This would raise about $225 million for the transit agency the first year, and legislators are seeking assurances that the infusion of funds would eliminate the need for any fare increase in the coming year.

AN UMTA REPORT which outlines strategies for expanding minority business enterprise in transit activities was released on Dec 7.

FIRST MAJOR SNOWSTORM of the season fell on the New York area Dec 12. There were no announced cancellations of commuter rail service, tho there were some relatively minor delays. The Long Island Rail Road reported very heavy loads of commuters who had opted not to drive. The New Haven line had delays because of a frozen switch and because of its continuing DOT-mandated wheel inspection routine.

NORTHWESTERN PACIFIC RAILROAD has been permitted by the ICC to abandon its 1.4-mile section of track between the Larkspur CA ferry terminal and San Rafael. A task force of Marin County officials is negotiating to obtain that track and preserve it for some type of rail commuter service, possibly a light rail line. Also mentioned is an experimental bus that would run on city streets and then switch to flanged wheels to operate along the track. Officials are working to finish negotiations by the abandonment date of Feb 8.

NEW YORK'S MTA , criticized for ordering Canadian subway cars and having negotiated a Canadian loan to purchase them, said this month that it might cancel the loan and raise money for them by a bond issue, as a way of avoiding payment of as much as $137 million in duty penalties. But a federal official said the duty assessment might be made in any case.

THE SEPTA PROBLEM, the wage negotiations involved in the takeover by SEPTA of Conrail commuter rail system workers, has been placed in the hands of a presidential emergency board to make recommendations . The settlement must be completed by the end of December, as the mandated takeover date is Jan 1. Many in the Philadelphia area are concerned that, even if a settlement is reached, SEPTA may begin its new operations with a deficit from which it will never recover, with the resultant gradual deterioration of rail service.

AMTRAK ADVISED SEPTA that after Dec 1 Amtrak tickets shall be sold only at the following stations in the SEPTA region: Suburban Station, 30th St Station, North Philadelphia, Paoli, Wilmington and Trenton.

WASHINGTON METRO SYSTEM'S Board of Directors held its annual two-day meeting in Warrenton VA in early December. The Board said that October ridership of the subway system was unchanged from Oct of 1981, but Metro bus patronage dropped 6.6%, the fourth consecutive month of lower ridership. Members discussed the possibility of a regional tax to help finance the transit system.

SAN FRANCISCO PENINSULA commute line extension to the Ferry Building in San Francisco has run into a stumbling block. The city's Planning Commission and its Board of Supervisors have become reluctant to approve the project. A meeting was being held on Dec 16, as we were closing out these pages, and the outcome won't be known yet. The fate of the plan might be decided by the outcome of the Dec 16 Board of Supervisors meeting. The Mayor of the city is reportedly very negative about the plan. The source of much of the opposition seems to be from influential waterfront developers who see the rail line as a barrier to access to the bay, almost as great a barrier as the present Embarcadero Freeway.

UMTA ANNOUNCED PUBLICATION of the 1981 National Urban Mass Transportation Statistics report on Dec 7. The report is available by sending a self-addressed mailing label to: Office of Public Affairs, UMTA, 400 Seventh St S.W., Washington DC 20590.

IND EIGHTH AVENUE subway train in NY derailed on Nov 28, disrupting the line's service for over eight hours. It was the third major subway derailment of Nov.

CALTRANS OPENED BIDS on Dec 1 on 48 new cars for the San Francisco-San Jose rail commute line. Two bids were received: Mitsui bid $53.6 million and Budd bid $60.1 million. Both were far higher than Caltrans's expectation of about $39 million for the contract.

CHICAGO RTA CARS being used on the Los Angeles-Oxnard commuter train are being leased by Caltrans for $3000 each per month, for a six-month period. The bi-level gallery cars were surplus in Chicago because of reduced ridership after the doubling of commuter fares in 1981. (Chicago commuter railroads have lost about 20% of their patronage due to the fare increase.) Work on the Burbank station for the Oxnard trains has not yet begun. The spot where it will be built is now a chemical storage yard. Critics note that the station will be cut off from the main portion of downtown Burbank by Interstate 5 which has the Magnolia Blvd. overpass crossing it, but no pedestrian stairs from the overpass to the track level at the station site, which is north of the former SP station.

(continued on page 20)

DELAWARE OTSEGO DIRECTOR'S SPECIAL
by Alfred Gorney

On Nov 10-13 the newly-enlarged Delaware-Otsego System ran a Director's inspection special which would challenge any of the large Class I roads and put them to second class for equipment operated. Where else in North America could you put together the equipment that made up the DO's Special?

The train was pulled by two freshly painted yellow and black Alco Century 430s. Trailing behind were a steam heat car, two diners, a sleeper, two full-length domes and a dome observation.

The four-day trip began in Cooperstown NY at DO base operating point. The Directors, officers and staff employees were bused to Little Ferry NJ to ride the inspection train to Butler and return on the Susquehanna. On Thursday they boarded the train at Passaic Junction NJ and rode to Binghamton NY on Conrail's ex-Erie main. Enroute the train made a trip over the full length of the DO's Lackawanna and Stourbridge line in Pennsylvania.

Friday's trip ran from Binghamton NJ to Syracuse on the Susquehanna's new Northern Division which is made up of the old DL&W Syracuse & Utica branches purchased from Conrail. From Syracuse the train made a high-speed run to Utica on Conrail's ex-NYC mainline.

On Saturday the train departed Utica for Binghamton on the Utica division of the NYS&W, followed by a return by bus to Cooperstown. All along the route, local shippers, politicians and businessmen were invited to ride the train.

The route of the Special was unique and historic, but the equipment was even more so. Power for the Special were two Alco Century 430s recently acquired by DO from Conrail. They had just been repainted into NYS&W yellow and black, and the Special was their first assignment. Numbered 3000 and 3002, they are ex-CR, PC, NYC 2050 and 2052. Alco built only 16 of these units.

The train's care were NYS&W 500 steam heat car (ex-Auto-Train 1137, ex-Santa Fe baggage 3932); CACV 13 (DO System) diner (ex-Amtrak 8032, ex-Santa Fe 1480); 20th Century Tours diner 901 "Sutherland Falls Club" (ex-NH 2 baggage-parlor); (20th Century Tours 11-dbr sleeper 902 "Cinnabar" (ex-Amtrak 2236, ex-SCL 6106); NYS&W 501 full-length dome (ex-Auto-Train 524, ex-Santa Fe); NYS&W 503 full-length dome (ex-Auto-Train 520, ex-Santa Fe); and NYS&W dome observation 509 (ex-Auto-Train 902, ex-UP 9002).

The 509 flat-end observation had been modified, with a full-width window on the rear, like the Norfolk Southern inspection car. The Auto-Train seats in the rear had been replaced with two executive seats and 16 rearward-facing fixed seats.

All the 500-series cars are painted DO burgundy with gold trim. All new glass has been installed in the full-length domes, and each is equipped with low-level service bars and lounges.

An incident happened on Friday coming down Jamesville hill into Syracuse: the brakes set up on the diner "Sutherland Falls Club", flattening one set of wheels. The nearest replacement was on the Utica & M.V. Chapter's recently-acquired Amtrak 1605 "Fairfield Country"--an ex-NH sister car. An axle assembly was loaned to DO and changed out in time for the "Sutherland Falls" to rejoin the train for Saturday's run.

CHRISTMASTIME IN THE CASCADES

By Train to Leavenworth, WA

By Rocky Shay

It's Saturday morning, Dec 4, and I'm up early with wife Jamie and friend Deanne for a rail excursion. This will be the first wintertime excursion to Washington State's Bavarian village, Leavenworth, in eleven years.

A private operator called Northwest Excursions used to serve Leavenworth and other points along the former Great Northern line in our state. They left the business after realizing that the fledgling Amtrak had neither the equipment nor the desire to run rail excursions. But two things have happened since 1971. About seven years ago the Kingdome went in right next to Seattle's King Street Station. Shortly after that came the Seattle Seahawks, whose home games fit perfectly with the schedule of the MT. RAINIER. The train brings hundreds of NFL fans up from Portland on Seahawk game mornings and takes them back at night. So Seattle always has a big fall and winter stock of Superliners and Hi-level cars on hand. The Seahawks are playing in Los Angeles this weekend, so 12 of these cars plus a Superliner lounge are off to Leavenworth today for the annual Christmas lighting festival.

We arrive at King Street at 7:30 for an 8am departure. Also due out at 8:00 is the PIONEER for Portland and Salt Lake City. But wait! Suddenly it's a quarter to eight, and not a locomotive is in sight! Shortly, a lone F40 appears for the PIONEER, which leaves with a diner, coach baggage, coach and sleeper--the last two cars thru to Chicago. There is only a small crowd aboard, but then any crowd would look small lost in the 800 of us waiting to board the special.

The PIONEER leaves on time, and then it is announced on the PA that "we have no engines for the Leavenworth special yet, but we're going to load you anyway." A cheer from the crowd, and off we go to our assigned car, which is Car A, Superliner 34097, right behind where the engine will be.

At 8:20, engines 304 and 336 pop out of the tunnel from BN's Interbay Engine Terminal, hook on, and power up the train. We're not ready to go with 304 and 336 plus cars 34097, 34045, 34058, 39952, 39944, 39956, lounge 33003, 39953, 39963, 39957, 34037, 34070, and 34062.

Port Orchard Travel Service, which is sponsoring this bash, apparently had not anticipated such demand at $42 a head. But six weeks ago they were sold out with 300 on a waiting list--AFTER Amtrak had arranged to send three more coaches from L.A. to help! It was like this years ago with Northwest Excursions too. No shortage of bodies.

My trusty, outmoded scanner is out by now and at 8:35, 35 minutes off the advertised, come the welcome words, "Highball, Special!" A green light for the tunnel and off we go, stopping just outside the north portal. It seems one of our double tracks is out of service due to all the rain we've been having, but we must meet Number 7, the westbound EMPIRE BUILDER. So we pull forward a bit right next to the new Seattle Waterfront Trolley line, and then back down some waterfront tracks to let #7 pass.

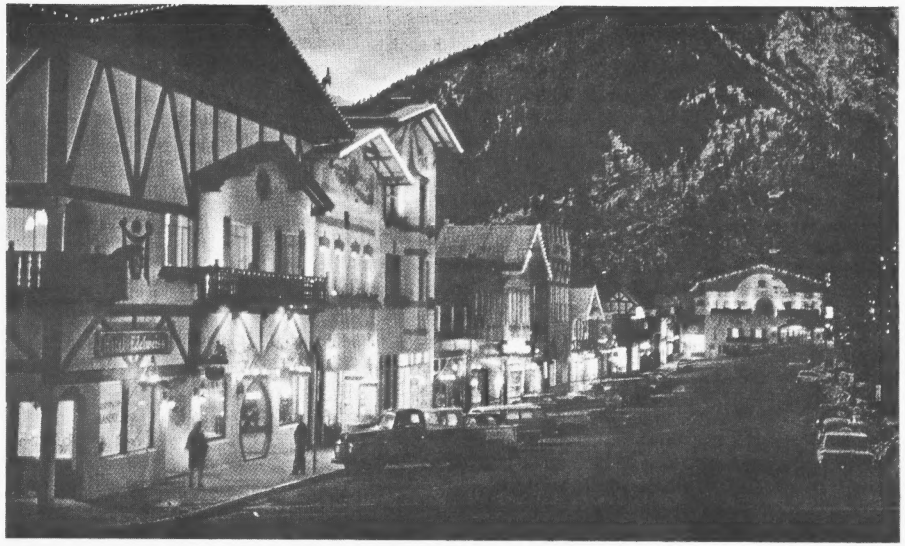
Seven is some distance away from us, entering the tunnel, and we can't see the car numbers, but it has the usual two F40 units, plus baggage car, transition-dorm, single coach, diner and sleeper.

At this point comes our complimentary coffee on pre-set folddown trays. Now we are off past the waterfront district, past the grain terminal and the Interbay Roundhouse, across the drawbridge just above the Ballard locks, past Golden Gardens Park and all the houses on the bluff overlooking the waterfront. We commandeer seats in the lounge for the trip along Puget Sound to Everett.

We stop at Edmonds, then Everett, picking up the rest of our load of about 850. Port Orchard Travel has made interesting crowd control arrangements. Each car has a green elf. The elf is in charge and answers questions. A real macho green elf is sitting next to us in the lounge.

Now comes the day's first crisis. It seems the commissary in Seattle forgot to stock some liquor. There is urgent two-way conversation about this.

We're out of Everett at 10:15, thru the tunnel under town, turned eastward on the curve just outside the tunnel, and we're off nonstop this time, to Leavenworth. It's been raining hard here the last few days, tho the sun is out this morning. We pass flooded yard tracks east of Everett, assorted fields near Snohomish, and then come oohs and ahhs as we glide across the Snohomish River, which is at flood stage. The BN almost lost this bridge in a serious flood here about five years ago. It was close. We pass Monroe, site of the infamous Washington State Reformatory, and the ultra-modern Monroe Fairgrounds, with ritzy barns marked for "Swine", "Beef", and "Goats". Also here is a sight that would make my fellow RTN contributor Glenn Lee heartsick--an old Seattle Metro trackless trolley, sitting derelict in a field. We pass the Monroe A&W Drive-In, a great



The Bavarian village, Leavenworth WA at Christmastime. Its location is about 23 miles west of Wenatchee, on the Burlington Northern.

train-watching spot with good food, and pass some BN buildings. One of them has a red sign lettered in white which says: "Is your attitude on straight?" These appeared during the Louis Menk era of chairmanship of BN. Mr. Menk never did enjoy great popularity with BN workers. They referred to him as "King Louis the First."

A few miles later we're east of Monroe with US Highway 2 right next ot us on the left. A blue-shirted barbershop quartet is singing in the lounge. We continue thru Sultan, Gold Bar, Index and Startup, meeting a couple of BN freights along the way. Then past Skykomish, once the west end of the old Great Northern Cascade Division electrification, abandoned in 1956. Now we're climbing the 2.2% grade to the 8-mile long Cascade Tunnel. The sun is shining off the trees on the other side of the canyon. I mention to Deanne that we are almost exactly on the schedule of the old CASCADIAN, the Great Northern day train across Washington discontinued in the late 1950s. I never rode that train, but its passengers must have enjoyed such beautiful scenery.

I also marvel at the smoothness of the ride in this officially retrofitted Superliner lounge. Still, there is that strange mid-car vibration, but nothing serious. The track condition is marvelous. There's not that much snow in the mountains for this time of year. But what there is makes for a pretty sight.

Now hunger strikes all of us. I head downstairs in the lounge, and a well-stocked attendant sells us cheeseburgers, cheese sandwiches, brownies, and a couple of milks. One of the milks proves to be sour and has to be returned. While this is being taken care of, we enter the Cascade Tunnel for a routine passage. An eastbound EMPIRE BUILDER with your author on it almost stalled here about four years ago when an F40 overheated in the pre-Superliner days. A skilled engine crew got us thru okay.

Now it's out of the tunnel and down thru Berne and Merritt. We enter the Chumstick line at Winton Tunnel. This was a major line relocation--opened in 1928 to get the Great Northern out of the flood-plagued, slide-prone Tumwater Canyon. US Highway 2 goes there now.

The town of Leavenworth is about a mile and a half west of the Chumstick line. The original GN went right thru downtown Leavenworth, but now only a spur serves the town proper. Because of problems with a bridge, our train gets to sit outside town, while a fleet of school buses takes us in for the Christmas lighting festival.

It's about 1pm now, and for the next four hours Jamie, Deanne and I join an estimated 20,000 others in Leavenworth wandering thru specialty shops and watching entertainment and studying artwork. I make it a point to check out the old GN station, now the local grange hall. People come to the Christmas lighting festival in chartered buses too. Every bus in the state must be here today! And Highway 2, where the GN main line used to be, is lined with mammoth motor homes.

At sundown the Christmas lights come on, cheered by the crowd. It's amazing what this once-lazy old railroad town in the Cascades did for itself when it converted to a Bavarian village over 20 years ago. They have at least one All-American City award to their credit. If you ever get out to my home state, make it a point to see Leavenworth.

Now it's getting dark and the school buses leave for the train at 5:30. Because Leavenworth siding is unlighted, we load thru one coach door by bus headlight. Just leaving Wenatchee 23 miles to the East is a westbound BN hotshot freight. Our 6:30 departure time comes and goes. I learn that the dispatcher back in Seattle is putting the freight ahead of us! A Classic Unforgivable Case of Freight Train Interference, you say? Not really. More a case of three trains "sharing the hurt" of meeting one another.

We leave Leavenworth siding after the freight passes at 6:40, poking along on the freight's red blocks. About half an hour or so later we pass the freight in the hole. Now we have train 8, the eastbound EMPIRE BUILDER, to meet. We roll along faster now--and then, "thunk", thru a high-speed turnout into Winton siding. Here No. 8 is waiting for us, easing up the main with two F40s and the usual baggage car, transition dorm, coach,diner and sleeper. Looks pretty empty over there. No. 8's engineer is on the radio telling our hogger "that long train looks pretty good." Business on 7 and 8 has been awful in our state this fall. But the train is skirting all the population and all the markets by running here on the GN instead of on the former Northern Pacific. What else can be expected but an empty train?

We're off and running for the Cascade Tunnel now, our passengers munching special box dinners and sipping hot buttered rum and cider--"Christmas cheer" courtesy of Amtrak and Port Orchard Travel. Conductor Brooks is seen often. He was a young brakeman on the last Christmas excursion to Leavenworth 11 years ago. He's glad this run is back.

Now we're into the Cascade Tunnel and I'm looking out the rear of Car A, which is now the last car of the train. I show a San Diego native the interesting lighted emergency bays and marker lights in the tunnel and explain its history--how it opened in 1929 to eliminate a treacherous mountain line--how its opening was broadcast nationally on NBC Radio--how it was considered an engineering marvel at the time. She recalls riding SAN DIEGANS as a girl. I suggest she try the COAST STARLIGHT the next time she visits home.

Out of the tunnel at Scenic and down the hill--until we stop and notice an acrid smell. It seems we have overheated

At Leavenworth siding, the engines run around the train to couple to the other end for return trip. Photo by author.

brakes on Car F--that's 39956 just behind the lounge. It seems there was a problem with the dynamic braking system, so we're using what we can of that plus air brakes. After about 15 minutes we're off again, and I'm off to the lounge car for some dinner. The smell in Car F is almost enough to make breathing difficult. The strained expression on the passengers' faces is reminiscent of the desperate stares I've seen on folks stuck in a hot car in Albuquerque on a steamy day in August.

Off down the mountain we go toward Everett. A couple of freight train meets and 35 or 40 more miles and we roll up to the rambling, well-maintained station in Everett. Soon, on the scanner, "Conductor to Engineer on Special--Let's go to Edmonds!" "Edmonds" responds the engineer. Off we go thru the rest of town and past a freight when suddenly, "lurch, bump, bump, bump, squeeeaall--stop." "Ahh, we lost our air. We slid on something back there. She's comin' up now!" Off again in about a minute. And about half an hour later we pull up beside the even better-maintained station at Edmonds.

The run to Seattle takes about another half hour with no interruptions. And soon about 800 people-turned-tired zombies are headed for home in cars and--yes--even three chartered buses. Our arrival is just after 11:00--35 minutes late.

Port Orchard Travel and Amtrak, as well as the folks in Leavenworth can be proud of this one. Everything but the time keeping was perfect. I understand a travel agency in Portland is trying to arrange an excursion from Seattle to Yakima. Let's go!

LRC, B; But VIA, F

by M.R. Stefan

On Sep 20 I call VIA and make a reservation for Sep 23. First: A VIA I Club seat on train 61 from Montreal to Toronto. I chose 61 because it is supposed to have LRC equipment. Its schedule: depart Montreal at 7:30am, arriving Toronto at noon. Second: A coach seat on train 75 from Toronto to Windsor. Its schedule: leave Toronto at 12:30, reaching Windsor at 4:40pm. I am told no reservation is necessary for #75.

On Sep 22 I arrive in Montreal on #69, the ADIRONDACK. I immediately walk over to Central Station and buy my tickets. The agent handles the transaction quickly and politely. I pick up a VIA "Quebec--Ontario Corridor" schedule. The timetable has two pages showing the connections available in Montreal and Toronto. At 6:30 the next morning I check out of the Queen Elizabeth Hotel and descend the convenient elevator into Central Station beneath the hotel.

I ask the information desk if the U.S. rail strike is ended. They reply affirmatively, but add that they are unsure if the MONTREALER will run tonight. At 7am the check-in gate opens. My ticket is lifted; I'm given a boarding pass and offered a newspaper. I descend the escalator and board my VIA I Club Car. The load is light. The attendant offers passengers coffee and tea. At 7:32 a bell rings; the doors shut and train 61, the YORK, is underway. Our 4-car train has engine 6932 and cars 3317, 3321, 3337 and 3341. The attendant immediately begins serving a complimentary continental breakfast. At Dorval a few more passengers board.

The VIA LRC trains are excellent in several respects: quiet and unshaky ride; tastefully decorated interiors; comfortable seats; tray tables are stored between the seats; overhead luggage bins similar to airplanes; freshwater toilets including a handicapped toilet; well-placed luggage and coat racks near the entrance to the car; large windows. Alas, VIA attendants are still clad in ugly uniforms.

Between Dorval and Cornwall I time several mileposts. We are doing a steady 80mph. We depart Cornwall 21 minutes late. I do some quick division by dividing 335 miles by $4\frac{1}{2}$ hours. This train has to average 74.2mph to make the schedule. I have a 30-minute connection in Toronto to #75, but I am not too concerned.

We continue our pace and depart Kingston 32 minutes late. The only interruptions from our 80mph speed have been several short work areas. As we approach Cobourg, about 30 miles out of Toronto, I realize that we are now about 45 minutes late. I walk to a coach and speak with the conductor. He tells me that the LRC trains have had their maximum speed cut from 90mph to 80mph and therefore they cannot make the schedule. I ask him if they will hold train 75 for 10-15 minutes. He says that they never hold trains for connections except late at night.

Before I can reply, I am joined by three other passengers who also have connections to make to #75. An elderly lady says she is going to North Bay on #121, the NORTHLANDER.

The conductor repeats his story and says that they haven't made connections in three weeks since the speed reduction was instituted. Loud grumbling is heard about why VIA publishes connections if they have no intent of keeping them. I ask why VIA reservation personnel and why VIA ticketing personnel make reservations and sell tickets as if the connections are reality. The conductor says he thought they had instructed VIA personnel to inform passengers that connections were tenuous.

I walk back to my club car seat very peeved. At 12:44 we arrive in Toronto. Needless to say, train 75 has left. I walk immediately to the stationmaster's office and tell him in no uncertain terms that VIA's policy of selling non-existent connecting trains and not holding connecting trains a lousy 20 minutes is outrageous.

At 3pm, shortly before I board #77, I speak with a young man at the information desk. He says they do not hold connecting trains. I tell him the policy is akin to driving a nail into your own foot. At 3:30 train 77 departs. We arrive on time in Windsor.

MIXED TRAIN OF THOUGHTS

ONE-MILLIONTH CONCRETE TIE was installed by Amtrak in its NE Corridor Improvement Project on Dec 6. In a brief ceremony at Perryville MD that day, the 790-pound, prestressed concrete tie, painted gold for the occasion, was laid into the crushed-rock roadbed by Amtrak's track laying machine. One million concrete ties represent 379 miles of track. The ties are being installed 24 inches apart, compared to 19½ inches for wooden ties. Amtrak said that track work in the $2-billion-plus project is now nearly complete, permitting increased train speeds, smoother ride, and shortened timetables. The total weight of the million concrete ties is 395,000 tons. Concrete ties are relatively new in general use in the U.S. They were first used on French railroads in the late 19th century, and have been used extensively in countries where timber is relatively scarce. They are expected to last 20 years longer than the 30-year life span of timber ties. The ties cost $38 apiece, and were made by Santa Fe/San Vel.....

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AMTRAK'S 1983 CALENDAR is shown at right. The Gil Reid painting, commissioned by Amtrak, is the tenth in a series. Amtrak describes it this way: "Mr. Reid's newest painting salutes Amtrak's past and future. Using the historic Hell Gate Bridge outside of New York City as the setting, the artist has depicted Amtrak's inaugural New England Metroliner service, powered by an AEM-7, passing a museum-bound GG1, once the backbone of the company's Northeast Corridor locomotive fleet." The calendar for next year is in the same format as previous years, but the price has been lowered from $5 to only $3.50 Multiple copies cost $6 for two and $8 for three. They can be ordered from: Amtrak Calendar, PO Box 311, Addison IL 60101. Amtrak also has a limited number of calendars from past years available at $4 each. They include 1978 thru 1982.....

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BULLET TRAIN POSITION: Jack Martin, President of NARP, visited RTN's office in mid-November, and gave us an exclusive interview. RTN: "Does NARP have an official position on the U.S. Bullet Train plan?" Martin: "I think we don't have an official position on the Bullet Train, and the reason is a combination of things: A lack of adequate information from any source. We can't find out, for example, what American High Speed Rail Corporation is really up to--there is some question about how they're going to get their funding, if they're going to get their funding--and I'm sure Larry Gilson is worrying about that more than we are. There's a split among NARP people--those who support the high-speed concept and those who think you don't have to have high speed to get people back on the trains. I'm inclined to the view that if you give people good service and dependable service, and can run trains 79mph and run them between major population centers with some frequency that's attractive, that you can get people back on the train. I guess my built-in conservatism says that you've gotta walk before you can run. We have a system out there today that for fairly insignificant amounts of capital could probably be upgraded immensely--frequencies could be increased, number of city pairs that are served could be increased--you could do a lot to bring the concept of rail passenger service back without having to spend the kind of money we have been hearing about. That doesn't mean I'm against the Bullet Train. I'm not against it by any stretch of the imagination."

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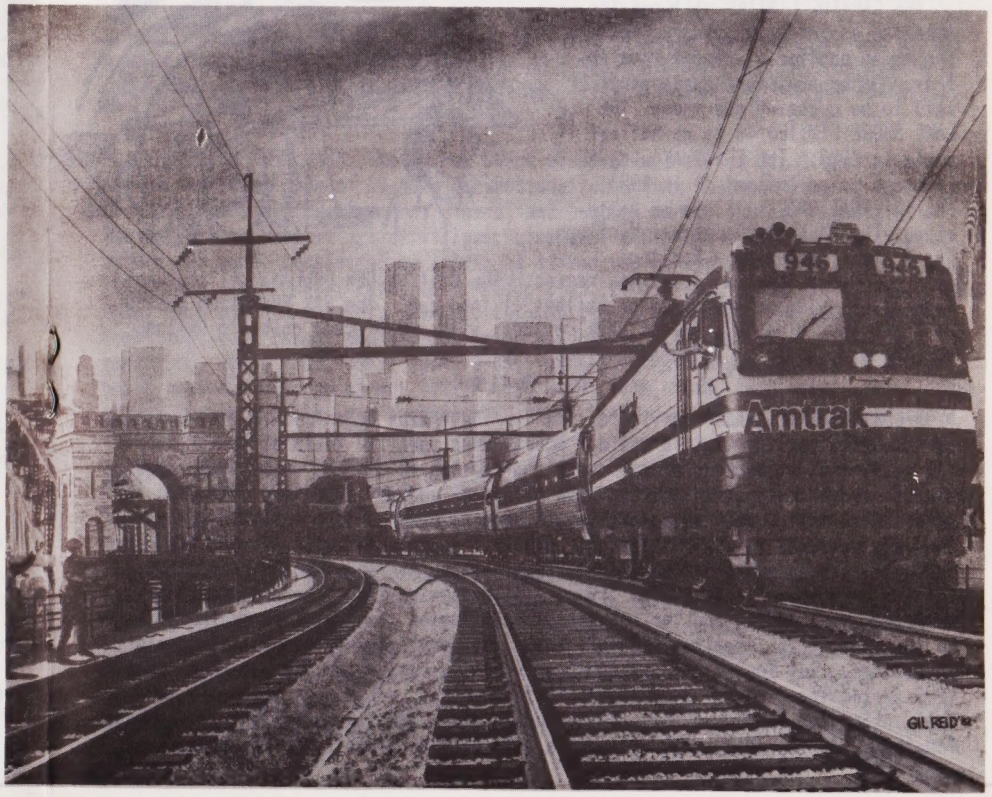

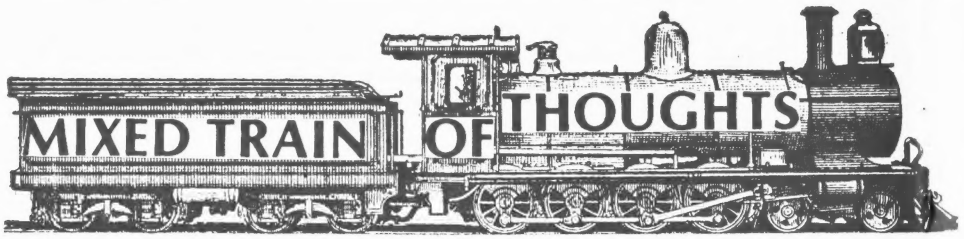

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RTN: "A Southern California reader said he'd ridden an express run on the SAN DIEGAN line in the 1950s behind steam that took about 96 minutes. He feels that with a relatively inexpensive track upgrading and a little tunneling there, you

could hit 90 minutes, which is getting close to the times the Bullet Train supporters are talking about."

Martin: "It's an effective argument if it's real. But I don't see how you could run that off at an average speed of 85mph with the problem of getting into and out of Los Angeles Union Station right now. You'd lose 5 or 6 minutes right there; when you get to Redondo Junction you'd have more time to consume there. It would take you 8 or 10 minutes to go the first couple of miles, and then you'd have to average 90mph for the rest of the trip. I don't see that with minor expenditures; it seems to me that would take a fair amount of money--not as much as the Bullet Train, but a fair amount, certainly. I wonder too if there's an accessibility problem. Let's assume we build a high-speed train from LAUPT down to San Diego--how do you get the people to the train? Where do they park? If you're handling the number of people that American High Speed Rail is talking about, there isn't the bus system, the rapid transit system, to feed the people into the station. Maybe that can be built in the same length of time that you can build the high-speed train operation, but right now that seems to be lagging far behind. In almost all of the cities of the world that have high-speed rail as a significant factor in intercity transportation--the Japanese cities, the European cities--there are highly-developed public transit systems, including subways and light rail vehicles, and you just don't have that in L.A. I'd love to see Bullet Trains all over the country, but the cost seems so formidable that it may be a dream that never comes true. The concentrations of people in Japan--90% of them live along the strip that begins in Tokyo and heads south thru Osaka, etc. Ninety percent of the people live fairly close to the train service. So it's not a matter of connecting fairly widely-separated geographic concentrations".....

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THE CAPITOL LIMITED will get its dome car assigned in January, according to an unofficial report from Amtrak. Other equipment assignments said to be upcoming are these: The LAKE SHORE LIMITED is to go Amfleet II early in 1983. The BROADWAY and CAPITOL are to go Amfleet II in 1983. The INTERNATIONAL will use an Amdinette. The PALMETTO is to use Heritage Fleet cars, including a Heritage lounge. Metroliners will get Amdinettes. The CITY OF NEW ORLEANS will be Heritage Fleet, with an Amdinette or Amfleet II food car. The SAN FRANCISCO ZEPHYR will run four sleeping cars at peak periods, with two of them going to Oakland, and three sleepers at off-peak periods.....

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"FLORIDA FIRST-CLASS" service on the Florida trains began Dec 12, not Dec 1 as we announced earlier that it would. Amtrak describes its features as follows: "At most station check-in areas, departing passengers can now check their baggage thru to their destination and can have carry-on luggage tagged and delivered directly to their train accommodations. Passengers are shown to their car where they are welcomed by their attendant, who will explain the operation of the room features. In every compartment is a complimentary 'Welcome Aboard Portfolio' containing an on-board information flyer, a food service flyer, Amtrak stationery, an Amtrak pen, and a card for comments. Mealtime on these Florida trains lives up to the first-class promise, with all meals now complimentary for all first-class passengers. New York-Florida trains carry dining cars which operate on a reservation system for dinner. When traveling first-class, passengers need only let their attendant know when they would like to dine, and a reservation will be made for them. In the afternoon, attendants will deliver directly to the compartment

individual baskets with cheese, crackers, rye bread, nuts, a mint and complimentary split of wine. Complimentary coffee, tea and juice will be available thruout the trip, and drinks can be delivered and enjoyed in the privacy of one's own room. After the dinner hour, a bedtime sweet will be dropped off and 'night-cap' orders will be taken. Passengers can leave a wake-up call with their attendant. Amtrak's first-class service doesn't retire when the passengers do. While everyone is asleep, attendants are shining shoes and making arrangements for the delivery of in-room coffee and juice and a complimentary morning paper." This service is available on the SILVER STAR and SILVER METEOR.....

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THE EAGLE DETOURED on the SP's Pine Bluff Division between Illmo and Dexter MO in both directions on Dec 4, a detour distance of 47.6 miles. The regular MoPac line was blocked by 22 washouts between Poplar Bluff and St. Louis.....

APRIL AMTRAK TIMETABLE will reportedly carry paid advertisements in it for the time. In addition, Amtrak is said to be planning to test market ads on its ticket envelopes.....

SOUTHERN RAILWAY STEAM engine 2716 is expected to be the next engine to emerge from the Birmingham shops.....

BURBANK, CALIFORNIA AIRPORT should have an Amtrak station, rail supporter Robert J. Swan of Long Beach told the Burbank city council in a letter in early December. The idea was taken up by newspapers, and Amtrak and Caltrans public information people both pronounced it a good idea. Caltrans is in the process of building its own platform and parking lot there for the Oxnard-L.A. commuter trains. Concrete pouring for the Caltrain facility took place Dec 9 and 10, with completion scheduled for mid-January. Reader John Petros reports that excavation for a wheel chair ramp there uncovered some long-unused service spur rails and switch points which had to be removed, buried under asphalt pavement.....

NEW YORK DOT on Dec 16 opened bids for rehabilitation work on a section of the Genesee and Wyoming Railroad tracks for 13.9 miles in the towns of Greigsville and Groveland NY. Ties are to be replaced, track smoothed and ballast added.....

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REBUILDING MORE CARS: The Amtrak Board of Directors at its Dec 1 meeting approved the rebuilding of 43 more conventional cars into head-end powered cars. The new list includes sleepers, diners, and baggage cars. The car numbers of the cars to be rebuilt are as follows: Sleepers: 2200, 2201, 2204 (ex-CALIFORNIA ZEPHYR 6&5 cars, considered by Amtrak as 11-bedroom cars); 2649, 2653, 2654, 2655, 2671, 2672, 2673, 2674, 2675, 2677, 2678, 2700, 2704, 2705, 2706, 2707, 2708, 2798, 2834, 2836 (all 10-6 cars). Diners: Twin-unit cars 8800-8801, 8802-8803, 8804-8805, 8806-8807 (each twin set counts as one car in the total of 43); Hi-Level cars 9980, 9981, 9982, 9983, 9984, 9985. Baggage cars: (baggage-dorms to be rebuilt into HEP baggage cars:) 1401, 1409, 1411, 1416, 1418, 1419, 1422, 1424, 1425; (lounge to be rebuilt into baggage car:) 3407 (this was originally a baggage-dorm that was rebuilt into a lounge). The twin-unit diners were mentioned last issue as being spotted in transit to the Midwest from Seattle, but it was not known at that time that they were headed for Amtrak Beech Grove shops. The Hi-Level diners in the above list are to be rebuilt into diner-lounges for use on the DESERT WIND and PIONEER.....

AUTO-TRAIN-TYPE SERVICE between the Northeast and Florida might be revived by Amtrak. There is speculation, even within Amtrak headquarters, that Amtrak is considering this possibility. If it is, the twin-unit diners that are being rebuilt would probably be used in that service. No one has yet succeeded in reviving the service of the bankrupt Auto-Train Corporation, altho a number of persons have made moves to do so. Amtrak this fall entered into a service agreement with Car-Go-Rail of Orlando to transport cars on freight trains and trucks in

coordination with Amtrak passenger service on the Florida route (as mentioned in our last issue). At one time Amtrak and Auto-Train had a joint service operating on the Chicago-Florida FLORIDIAN route.....

EL PASO'S DEPOT was being rededicated Dec 11 after a $1.8 million restoration job to return it as closely as possible to its original 1906 state. The building is on the National Register of Historic Places. An open house and country western dance were scheduled for the rededication day. The El Paso Historical Railroad Board worked to get historic steam engine #3420 steamed up for the occasion. The building houses the Amtrak ticket office, headquarters of Sun City Area Transit and a restaurant.....

MAGNETIC LEVITATION TRANSPORTATION is feasible for the Chicago/O'Hare-Milwaukee route, The Budd Company said in a Dec 10 press conference in Milwaukee, announcing the results of a feasibility study the company had performed. More details on this will be given next issue.....

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OCTOBER AMTRAK RIDERSHIP figures reached us just as we are going to press, with no room to print the figures in their entirety. However, let us report that systemwide ridership was down by only 2.7% in October, compared to Oct 1981. NE Corridor was down 4.0%, Short Distance down 4.1%, Long Distance up (!) 3.2%. Total ridership was 1,460,051, compared to 1,501,123 in Oct 1981. These favorable figures evidently reflect the influence of the Anywhere Fare promotion in October.....

SAN DIEGO BULLET TRAIN has received only "guarded" support from Japanese bankers (Bank of Tokyo), reported the Los Angeles Times Dec 8. Japanese investors are reportedly concerned about local opposition to the trains which has grown up in Southern California. Also, they did their own analysis of the financial and ridership projections of the line and have become concerned with the poor state of connecting public transit at each end of the line. The bank told the Times also that estimated construction costs of $1.9 billion have now increased to over $3 billion. The failure of American High Speed Rail thus far to give exact locations of the projected line has served to fuel opposition to the project.....

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RIO GRANDE ZEPHYR had a wedding performed on board on Dec 4, in car 1107 "Silver Mustang" near Winter Park. Ridership that day was 157 out of Denver, 25 into Salt Lake City, and 9 connecting to Amtrak at Ogden.....

DEPARTMENT OF CORRECTIONS: In issue 255, in discussing the "Great Railway Journeys of the World" TV series, we said that on the Amtrak episode the narrator rode the EMPIRE BUILDER NY-Chicago. That should have been the BROADWAY LIMITED. The question of dating the filming of the show is a detective hunt. The clearest clue offered is the narrator's statement that ATSF steam engine 1010 arrived at the Sacramento Railway Museum the day he was there. We haven't yet found the exact date of that occurrence, but it would seem to agree with our guess of sometime in fall of 1980. One reader points out that a scene in Penn Station showed the BROADWAY scheduled to depart at 3pm, which would place it in 1979. Perhaps the Eastern segments were filmed a year earlier?.....

THE GEORGIA RAILROAD'S mixed trains are still running, but a hearing was being held Dec 9 on an abandonment petition. Persons wanting to write in defense of the service can address Horace F. Hartley, Director of Transportation, Public Service Commission, 244 Washington St S.W., Atlanta GA 30334. The railroad is a division of the Family Lines now, and was not part of SR (as we said in a typo in issue 255).....

"TRACKING THE SUPERTRAINS" is the title of a Nova program on Public TV, on Dec 14 in some areas, and later in others.....

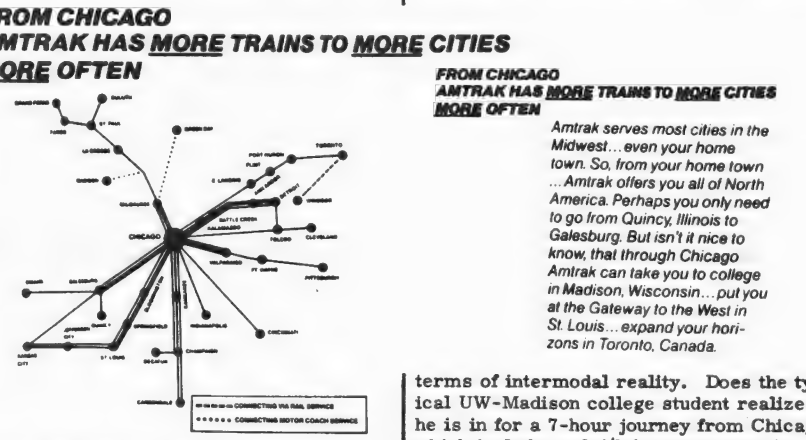
"THE COAST STARLIGHT": A 10-hour run on a "serious" train--was the title of an article in the NY Times Travel Section of Nov 14, written by Skip Rozin.....

News in this issue is updated thru Dec 16, 1982.

THE MADISON CONNECTION by Jim Woods

I was a little taken aback as I went thru the newly-arrived Amtrak national timetable effective Oct 31. On page 37 a sharp new piece of graphics appears which shows service frequencies radiating out of Chicago to various Midwest cities. With new service from Chicago to Toronto and the new station stop at Hammond-Whiting IN, the headline of the ad may have merit--that is, as long as you don't compare Amtrak to the bus lines and airlines, or for that matter, Amtrak with itself five years ago.

Without getting into the issue of how many frequency lines used to appear between Chicago, Milwaukee and Minneapolis, I would like to point out a gross example of Amtrak marketing exaggeration and laxity that appears within the context of the ad.



I had to laugh when I read the statement: "But isn't it nice to know that through Chicago Amtrak can take you to college in Madison, Wisconsin..." Of course most Amtrak users realize that Madison has not had direct rail service since Apr 30, 1971. Since Amtrak started, rail users have had to depend on a bus connection at Columbus, Wisconsin, 29 miles away.

There have been attempts in the past to restore direct service to Wisconsin's capital, but these efforts have failed for various reasons. Blame for the failure to reinstitute service falls mostly in the hands of the Wisconsin DOT, whose blatant anti-rail passenger attitude has all but stifled attempts by the Wisconsin Association of Railroad Passengers to restore service to both Madison and Green Bay as part of the national passenger train network. This disinterested is not hostile attitude by the state government toward rail passenger service is contradictory to the type of progressive and liberal city that so much typifies the city government of Madison. The city has one of the most efficient bus systems in the Midwest, and very well patronized. I am very surprised that some of this progressiveness of the city hasn't rubbed off on a few transportation officials at the state office building.

As the timetable ad suggests, there are probably many University of Wisconsin-Madison students who come from the affluent suburbs of Chicago. But any Madison-bound Bucky Badger who is willing to take this Amtrak ad seriously is in for a very long trip. The graphic points out that Amtrak serves Madison via connecting motor coach to the EMPIRE BUILDER, but in all fairness to present and potential Amtrak riders, this connection is not viable in terms of intermodal reality. Does the typical UW-Madison college student realize he is in for a 7-hour journey from Chicago, which includes a 3 1/2-hour stopover in glamorous Columbus WI? Departing Chicago on Amtrak's EMPIRE BUILDER at 2:30pm, the traveler heading for Madison will not arrive at the Badger Bus terminal which is closer to the campus than the Greyhound station in the Wisconsin state capital until 9:40pm--an average speed of 25mph. If you are arriving in Columbus on the eastbound EMPIRE BUILDER, say from Minneapolis, you have a mere 2 hrs and 24-minute wait for the bus connection to Madison.

These scenarios are not the worst examples that can be attributed to the state of the art bus-rail connection. Traveling in the other direction, if you wish to go from Madison to points west on train 7, good luck; for you will have 4 hrs and 17 mins to kill at Columbus. If you are traveling from Madison to Chicago you will have to bring your rabbit's foot along, because

this time instead of having too much leeway between bus and rail, you have too little. Six minutes is not enough to safely depend on for making the transfer, especially during Wisconsin's poor winter weather.

This poor intermodal service has not been the case thruout Amtrak's history. In fact, there used to be a dedicated limousine service between the two cities until Nov 15, 1974. This service connected conveniently with both the EMPIRE BUILDER and the NORTH COAST HIAWATHA. Amtrak even kept Madison's Milwaukee Road passenger station open and staffed. It was an odd case indeed, with an Amtrak station and signs to prove it, but obviously no trains to use it. Remarkably, the station remained open several years after the limousine was dropped. Amtrak printed Greyhound schedules in their timetables as an afterthought after the limo stopped running. The Greyhound bus that runs from Madison to Columbus is a segment of the total Madison to Green Bay route, and the bus schedules did match up fairly well with the train schedules at Columbus. But one must remember that there were twice as many trains to connect with then than there are today. Regardless of arguments to the effect that the service may have been fairly coordinated, and that the bus coasted right by the Columbus depot, total ridership at Columbus fell off very dramatically after the limo was dropped.

After Amtrak combined the EMPIRE BUILDER and the NORTH COAST HIAWATHA in the fall of 1977 and adjusted their schedules for overnight operation between Chicago and Minneapolis due to deteriorating track condition, the bus connection could only be made to the newly-created bus short-lived daytime TWIN CITIES HIAWATHA train. Early in 1978 the EMPIRE BUILDER and NORTH COAST HIAWATHA were switched back to a more logical daytime schedule, with the new Chicago to Duluth NORTH STAR to supplant the former trains' overnight schedule. With this scheduling change and along with ever-shrinking consists and slower running times, the traffic base generated by the former two daytime trains was destroyed --a poor situation that has existed to this day.

I personally doubt whether many people use the present connection. Anybody foolish enough to use it once would surely never use it again! I would advise the Amtrak traveler going from Chicago to Madison to take the train only as far as Milwaukee, and instead take a more convenient Badger Bus to the capital city. I would further suggest to Amtrak that they either improve the connection or take Madison off their national map.

THE PANIC BOX

The following is a summary of major unusual occurrences on the Amtrak system during the last half of July.
(NOTE: Number in parentheses after train no. is date train left city of origin)

7-16 Corridor train 173, engine 937 & 9 cars, hit a piece of track equipment at B&P Tunnel, injured one worker. Trains delayed from 6 to 206": 173, 121, 87, 287, 185, 126, 90, 286, 400, 414, and 6 freights.
7-16 TWILIGHT LTD #355 delayed at Michigan City Drawbridge, bridge wouldn't lock. Total delay 130 minutes.
7-16 SOUTHWEST LTD #4(15), engines 293, 247 & 10 cars, hit trespasser east of Kingman AZ; he suffered broken right arm. Train delayed 45mins.
7-17 Corridor train 170 derailed engine 205 & first 3 cars at Conn Moveable Bridge. 205 psgrs, no injuries; transferred to #94, delayed 136 minutes. One track remained open and other trains passed under slow orders.
7-17 CRESCENT #19 & METEOR #87 delayed 108 & 15mins when 3 LIRR trains became disabled about 1:30pm near F Tower due to damaged third rail; 10 LIRR trains delayed and one terminated.
7-17 SILVER STAR #82(17) delayed 75" Seville-Yukon FL due to signal failure.
7-18 SAN JOAQUIN #711 held 85" at Bakersfield, ATSF frt derail 10mis west of there.
7-18 16 Corridor trains delayed 6-196mins by tree down N of Baltimore, disrupting signal power. Extra train ran Phila-NY to protect stops of #186 & 90. 6pm.
7-18 Corridor trains 143, 188, 66 delayed 85-153" when catenary wire down 3 miles south of Wilmington at 10:32pm.

7-18 CAPITOL LTD #441(18) & 440(17) delayed after B&O frt hit trespasser at Rockville MD; Rockville police wouldn't let trains pass on unblocked track.
7-18 SAN DIEGAN #581 hit bicyclist 11 miles east of Los Angeles; fatality.
7-18 NIAGARA RAINBOW #62 delayed 91" by severe electrical storm near Syracuse; signals out.
7-19 SUNSET #2(18) delayed 57" at Demming NM; SP frt derail at Carne NM, 8:10am.
7-19 ELECTRIC CITY EXPRESS #75 had engine failure of Turbos at Germantown; ran to Albany & terminated; train 484 annulled.
7-20 SPIRIT OF CALIF #18(19) delayed 325" & #15(19) 60" by SP frt derail 60 miles east of San Luis Obispo.
7-20 HUDSON HIGHLANDER #70 hit tree at Staatsburg NY, damaging car 21160; train terminated, psgrs transferred to #76; delay 54mins.
7-20 SF ZEPHYR #5(20) & 6(19) detour on BN Brush-Union CO, missing Ft. Morgan, due to BN frt derail at Roggen CO. Delay about 2½hrs. Stop for Ft. Morgan is across Platte River from normal route.
7-20 CT Valley Serv train 406 hit abandoned auto at Windsor CT, delayed 70" (SPV).
7-20 BROADWAY #40(19) delayed 60" when engine 908 went dead in Corridor.
7-20 COLONIAL #95 delayed 61mins when power accidentally shut off at Harold switch.
7-20 MAPLE LEAF #64 had fire in engine 488 at Coldspring; Conrail power subbed; delayed 91 minutes.
7-20 SF ZEPHYR #5(20) delayed 158" by slow running & track inspection due to heavy rain Chariton-Osceola and Ottumwa-Creston IA.
7-21 BLUE WATER #365 had trouble with engine 323 near Battle Creek; train terminated there, 80 psgrs transferred to #351; delay to psgrs 92".
7-21 Corridor train 152 had engine trouble with #201, terminated at Palmers Cove CT & psgrs transferred to #176; delay 101mins.
7-21 TWILIGHT LTD #355 delayed 83" 9mis east of Chicago station when Conrail signals knocked out by heavy rain and electrical storm.
7-21 COLONIAL #95 delayed 122" by broken pantograph on engine 919.
7-21 EAGLE #21(20) had engine 321 (behind 364) throw a rod leaving Ft. Worth, and HEP was lost. Delayed 128mins.
7-22 Keystone Service train 611 (Metroliner units) went dead at Elizabethtown; psgrs transferred to #613; 613 delayed by brush fire that close tracks; total delay 117 minutes.
7-22 12 Corridor trains and 21 Conrail locals delayed when catenary wire went down at 6:45pm west of New York.
7-22 CT Valley Serv train 411 (SPV998) went dead at Meriden CT; engine 117 shoved it to New Haven; delay 74mins.
7-22 Trespasser became entangled in catenary wires at Stamford CT at 7:43pm, power was shut off; four Corridor trains delayed 14-86 minutes; fatality.
7-22 SF ZEPHYR #5(22) delayed 109" Ottumwa-Creston IA due to poor track conditions.
7-23 Corridor train 177 delayed 71 mins, terminated with pantograph problems.
7-23 PIONEER #26(23) delayed 150mins at Durkee OR behind UP frt derailment.
7-24 CAPITOL LTD #440(23) annulled Pittsburgh-Wash. due to B&O frt derail 27mis E of Connellsville; local psgrs bused, those for Wash stayed on train which ran via Philadelphia to Washington; delay 99mins. #441(24) deadheaded Wash-Phila on #142, thru psgrs bused Wash-Harrisburg to meet train; one bus ran regular route Wash-Pitts; #41(24) left Pittsburgh 113mins late.
7-24 EMPIRE BUILDER #8(23) delayed 236" at Whitefish; BN frt derail Browning MT.
7-24 LAKE SHORE #48(24) & TWILIGHT LTD #354(24) delayed 137" & 47" when CR freight ran a red signal at Porter IN and fouled up the dispatching; crew suspended. Then #48 was hit by a pickup truck in Holland OH, damaging unit 339; CR unit 8128 added; driver pinned in truck, train delayed 81mins for total of 4'45".
7-24 Charleston SC baggageman attacked from behind by three males, injured; crew of SILVER METEOR #88(24) witnessed the attack; only minor injuries.
7-25 SOUTHWEST LTD #3(23) detoured San Bernardino-L.A. on ATSF 3rd District, missing Pomona & Pasadena (psgrs bused from L.A.); ATSF frt disabled at Pomona.

7-25 SAN JOAQUIN #708 delayed 99", #711 17" detour Port Chicago-Pittsburg on SP due to ATSF switching derail't at Pittsburg.
7-25 LAKE SHORE #48(24) (see above) arrived Albany 6'4" late, terminated & turned to become #49(25); 80 psgrs trans to #80 Albany-NY, leaving 37" late.
7-25 EMPIRE BUILDER #7(24) & 8(23) delayed 81 & 60mins due to excessive frt meets W. Grand Forks-Fargo, BN detouring frts due to derail't on Surrey Line. Two buses ran Milwaukee-Chicago to protect those stops due to late train.
7-25 LAKE CITIES # 352(25) delayed 97" by no HEP and by red signals; bus ran Detroit-Dearborn-Ann Arbor-Toledo to connect with #48(25).
7-25 CITY OF NEW ORLEANS #59(25) delayed 69" mech. problems with car 21847.
7-25 SF ZEPHYR #5(25) delayed 113" Ottumwa-Creston IA due to track conditions. Train further delayed by UP frt derail at Peru WY
7-26 PALMETTO #90(26) had hot box on baggage 1366, removed at Winans & 2 trucks sent to pick up the baggage; delay 66".
7-26 CT Valley Serv train 421, a Conrail RDC #50, died at Wallingford; SPV 991 was sent to rescue it; delayed 70".
7-27 WOLVERINE #350 hit trespasser at Kalamazoo; fatality; delay 64".
7-27 EMPIRE BUILDER #8(26) delayed 95" when track was damaged by a Caterpillar tractor crossing the track at Trenton ND.
7-27 EMPIRE BUILDER #7(26) delayed 23mins at Minneapolis-St. Paul by police questioning suspects about pickpocketing aboard train. #7(28) & 8(27) detoured on BN Minneapolis-Fargo, missing St. Cloud, Staples & Detroit Lakes, due to BN frt derail west of St. Cloud; delays 94" & 90". #8(28) delayed 20" leaving Everett WA when BN track equipment derailed there.
7-28 CRESCENT #19(28) held 233" at Hamner VA for SR frt derail S of Charlottesville.
7-28 CITY OF NEW ORLEANS #59(27) delayed 83" when engine 259 went dead at Hazelhurst MS. Switch engine sent to rescue it.
7-28 SOUTHWEST LTD #4(28) delayed 95" at Barstow to make repairs to engine 284.
7-28 Jackson MS station was found burglarized during night; baggage opened.
7-30 COAST STARLIGHT #14(29) delayed 78" at Delta CA behind disabled SP freight.
7-30 Corridor train 170 delayed 70" when rear car 21133 had defective brakes and had to be removed at Edgewood.
7-31 LAKE SHORE #49(31) detoured Cleveland-Chicago via Crestline due to CR frt derailment 6 miles west of Elyria OH.
7-31 SILVER METEOR #87(31) delayed 89" by engine troubles at New York.

URBAN-SUBURBAN TRANSIT (continued from page 7)

HOUSTON TRANSIT OFFICIALS, after protests, have abandoned the plan to build an elevated rail line in downtown Houston, and are turning to a subway instead. Officials now are looking at ways to raise about $300 million more to place the 1.2-mile downtown part of the line in a subway. The whole transit system was first estimated to cost about $1.8 billion. Now the city council is urging the planners to build an even more extensive system, expanding it to serve Houston's two airports.

SAN FRANCISCO MUNICIPAL Railway has a new general manager, Harold Geissenheimer. On Nov 20 the Muni started daily operation of its Muni Metro--LRV cars in subway. Previously the service ran only on weekdays.

THE CHICAGO CTA got its first new MAN articulated bus on Nov 25, and it was to go into service in early December.

LOS ANGELES COUNTY Transportation Commission announced Nov 10 that it has selected the firm of Parsons Brinckerhoff/Kaiser Engineers to begin engineering design and environmental work on the proposed L.A.-Long Beach Rail Transit project. The work is expected to cost between $1 million and $1.3 million. The same firm conducted a feasibility study earlier this year of 6 potential corridors.

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MERRY CHRISTMAS
and
HAPPY NEW YEAR
from
The RTN Staff.

QUOTES OF THE WEEK***

"Now international rail travel is as close as your nearest Amtrak station. Introducing Amtrak's international adventure--the Canadian/American vacation experience. American comfort. Canadian adventure. For the first time Amtrak lets you explore all the beauty of Canada's countryside. All the culture of Canada's cities. Discover the night life and excitement of Toronto--one of the north's most modern cities. Let your next adventure be on Amtrak's International."

--From Amtrak's new brochure for the INTERNATIONAL.

CARS & CONSISTS

THANKSGIVING WEEKEND CONSISTS (ALL NOV 28):

*SOUTHWEST LIMITED, train 4, Chicago: engines 290, 244; cars 1205, 1179, 39903, 39942, 39949, 34076, 39975, 38008, 32044, 32016, deadheads 33014 & 32024, ATSF office car 51 "Topeka".

*SAN FRANCISCO ZEPHYR, train 5, Chicago: engines 373, 358; cars 1228, 1153, 39926, 32035, 38003, 33006, 34081, 31013, 34073, 32029, 34092, 32068.

*EAGLE, train 21, Chicago: engines 268, 388, 303; cars (to St. Louis:) 31022, 34012, 31043, 31002, 34021, 34008, (to L.A.:) 32003, 33000, 34084, (to San Antonio:) 38018, 34093, 34047, 39902, 2444, 1254.

*CITY OF NEW ORLEANS, train 59, Chicago: engines 705, 265; cars 1162, 2933, 28306, 4741, 4605, 4623, 4602, 28305, 4649, 4723, 4736, 4627, (off at Carbondale:) 21035, 20017, 21257, 21121, 21193.

*BROADWAY LIMITED/CAPITOL LIMITED, train 40-440, Chicago: engines 363, 324; cars 1269, 1206, (to Washington: 1208, 1366, 2459, 25072, 25086), 8523, 3124, 25064, 25069, 25066, 21835, 2080, 2450, 1623.

*LAKE SHORE LIMITED, train 48-448, Chicago: engines 343, 338; cars 1615, 4710, 4720, 4012, 4002, 4003, 4639, 3105, 8501, 2442, 2086, (to Boston: 2882, 4603, 4643, 21883, 4004, 1237).

*HOOSIER STATE, train 318, Chicago: engine 331; cars 31011, 31025, 34009, 34095, 34007, 10401, private car NYC 48.

*ILLINOIS ZEPHYR, train 347, Chicago: engines 302, 297; cars 20010, 21020, 21186, 21220, 21105, 21112, 21154, 21153, 20027, 21122, 21102.

*TWILIGHT LIMITED, train 354, Chicago: engines 299, 334; cars 1356, 21138, 21188, 21165, 21115, 21109, 21244, 20030, 20002, 21147, 21023, 21146.

*LAKE CITIES, train 353, Chicago: engines 353, 375; cars 21120, 21189, 21266, 21150, 20235, 21004, 21003.

*COAST STARLIGHT, train 14, Oakland: engines 218, 234; cars 1210, 39937, 31027, 31024, 34070, 34062, 34083, 33010, 38016, 32053, 32045, (off at Oakland:) 39946.

*SPIRIT OF CALIFORNIA, train 15, Oakland: engine 283; cars 1126, 2997 "Pine

Ridge", 2996 "Pine Hill", 20225, 21815, 21873, 21804, 21830.

*SAN JOAQUIN, train 709, Oakland: engine 364; cars 21226, 21224, 20042, 21217, 21261.

*LASALLE, train 331, Milwaukee: engine Milwaukee Road 2014 (GP40); cars 31019, 31016, 31040, 31046, engine 304 (F40, facing backwards).

*LAKE SHORE LIMITED, train 448, Framingham: engine 308; cars 28002, 2893, 4647, 4642, 4610, 4608, 1141.

*CRESCENT, train 19, Birmingham: engines 259, 258; cars 1265, 1611, 2993, 2434, 4629, 4632, 4636, 4648, 8504, (to Atlanta:) 3102, 4607, 4742, 4715, 2991.

*COAST STARLIGHT, train 11, San Jose: engines 227, 247; cars 1151, 39913, 31041, 31034, 34052, 34072, 34014, 33020, 38027, 32069, 32000 (on at Oakland:) 39962, 39940, 39961. (At least 100 on at San Jose.)

RAIL FANTRIPS

Feb 11-17: Mardi Gras trip NY-New Orleans RT, private cars Lehigh Valley 353 & "Clover Colony". Cost about $1550-1680. Limit 20 guests. $250 deposit. Write: David L. Ross, 300 Winston Dr, #2020, Cliffside Park NJ 07010. (201) 886-1359.

Feb 26: Boston-Sanbornville and Ossipee NH. Renew tradition of Snow Trains on B&M's Conway Branch, 1st time in 10 yrs. Winter activities, railfan amenities. Mass Bay RR Enthusiasts, Box 525, Bedford MA 01730. (617)581-0411 6-10pm EST.

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

EXPRESS ADS

VIA RAIL CANADA, AMTRAK, EURAIL PASS, 20th CENTURY RAIL TOURS - tickets and reservations - WE KNOW HOW! One call does it all. Pay by credit card or check. Tickets mailed directly to you. Contact GREAT WESTERN TOURS, masters of rail travel, Sheraton Palace Hotel, Suite 900, San Francisco 94105. (415) 398-2994.

DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long 37¢ stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

1983 TRAIN CALENDAR. Convenient 9x12 size features full-color photo of Amtrak's Broadway Limited at Lima. Whole year at a glance. Send $1.00 donation to: Ohio Association of Railroad Passengers, Box 653-N, Xenia, OH 45385.

HELP TRANSPORT 2000 Saskatchewan fight the Pepin passenger rail cuts in court. Good results to date do not eliminate a desperate need for financial help. To restore key services, especially the SUPER, send your donation today to: Transport 2000 Saskatchewan, Box 3594, Regina, Sask., S4P 3L7, Canada.

CONNECTICUT RAILROAD HISTORICAL ASSOCIATION programs for 1983 meetings--Feb. 27: Peter Welsh, "Improving Amtrak Service in the Northeast"; Mar. 27: F. Thomas Richardson, "The Rise and Fall of Patrick B. McGinnis: A Personal Recollection"; Apr. 24: Peter Roehm, "Railroads of Capes Cod/Ann and the Islands" and Donald Hart, "Restoration of the West Cornwall Station"; May 22: Theodore Scull, "Great Railway Journeys of the World." Meetings, free and open to the public, are held Sundays, 2pm at N. Canaan Town Hall Annex, Pease St., Canaan, CT. Phone 617-448-2224 or 203-927-3782.

"ISSUES IN AMERICAN RAIL TRAVEL", RTN's little book on important problems with America's rail passenger revival, is almost ready for publication. Price will be $4.50, which includes relevant tax & postage. Full details will be given later in RTN. Rail Travel News, PO Box 9007, Berkeley CA 94709.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

AMTRAK RIDERSHIP FIGURES

SEPTEMBER 1982 FIGURES--SECOND COLUMN IS % INCREASE/(DECREASE) OVER 1981

METROLINERS	79,919	(16.7)
NORTHEAST CORRIDOR CONVENTIONAL	474,462	4.0
PHIL-NEW HAVEN-SPRINGFIELD	15,598	(18.8)
NEW YORK-PHILADELPHIA	156,035	(12.1)
PHILADELPHIA-HARRISBURG	61,699	(11.2)
NEW YORK-HARRISBURG	23,006	(1.5)
TOTAL NORTHEAST CORRIDOR	810,719	(3.7)
NEW YORK-NIAGARA FALLS	56,421	(2.5)
CHICAGO-ST.LOUIS	14,855	(21.1)
CHICAGO-MILWAUKEE	8,950	(51.4)
CHICAGO-DETROIT/TOLEDO	24,549	(13.4)
CHICAGO-CARBONDALE	9,123	(28.9)
CHICAGO-QUINCY	4,204	(24.2)
LOS ANGELES-SAN DIEGO	74,394	(16.4)
SEATTLE-EUGENE	3,856	(50.3)
VANCOUVER-SEATTLE		(100.0)
WASHINGTON-CINCINNATI		(100.0)
WASHINGTON-MARTINSBURG	14,713	(34.4)
OAKLAND-BAKERSFIELD	10,508	(22.3)
NEW YORK-MONTREAL	7,095	5.7
CHICAGO-PORT HURON	5,234	(21.6)
CHICAGO-DUBUQUE		(100.0)
CHICAGO-DULUTH	4,977	(43.3)
CHICAGO-VALPARAISO	20,193	12.8
CHICAGO-INDIANAPOLIS	3,179	(38.2)
CHICAGO-PEORIA		(100.0)
CHICAGO-KANSAS CITY	5,850	(13.7)
PHILADELPHIA-PITTSBURGH	6,990	(12.5)
PORTLAND-EUGENE		(100.0)
LOS ANGELES-SACRAMENTO	5,041	.0
TOTAL SHORT DISTANCE	280,132	(23.9)
WASHINGTON-MONTREAL	10,122	(10.4)
NEW YORK-FLORIDA	35,222	(18.1)
CHICAGO-NEW YORK/WASHINGTON	19,627	(5.2)
CHICAGO-CINCINNATI-WASHINGTON	4,715	(69.8)
CHICAGO-SEATTLE (N)	27,613	7.6
CHICAGO-SAN FRANCISCO	21,504	(17.7)
CHICAGO-LOS ANGELES	20,280	(14.3)
CHICAGO-NEW ORLEANS	11,884	(18.8)
CHICAGO-TEXAS	5,346	(56.6)
LOS ANGELES-NEW ORLEANS	5,321	(23.9)
LOS ANGELES-SEATTLE	32,652	(28.9)
CHICAGO-NEW YORK/BOSTON	27,473	2.3
BOSTON-NEWPORT NEWS	4,360	(9.2)
NEW YORK-SAVANNAH	9,224	(20.1)
SEATTLE-SALT LAKE CTY/CHI	9,938	(34.7)
NEW YORK-NEW ORLEANS	14,358	(28.7)
LOS ANGELES/OGDEN-CHI	9,533	(22.5)
TOTAL LONG DISTANCE	269,172	(20.1)
SYSTEM TOTAL	1,361,023	(12.7)

Here are Amtrak's September ridership figures, released since our last issue was published (see RTN #255 for the August figures).

Systemwide, ridership was down 12.7% in September, in comparison with Sep 1981. (There wasn't room in the columns of figures at the left for the Special Trains category; these totalled exactly 1,000 in September, a 92.6% drop from the 13,472 figure of Sep 1981).

In September, all categories of ridership were down. The routes with blanks in the numbers of riders column are routes that were discontinued in Oct 1981. RTN calculates that if those routes had not been discontinued, total short distance ridership would be down only about 14.8% instead of 23.9%.

September was the end of Amtrak's fiscal year, so the figures for the entire fiscal year are now available. The system total was 19,042,325 compared to 20,609,944 in FY 1981, a drop of 7.6%. Total NE Corridor was down 2.7%, short distance down 12.1%, and long distance down 14.0%. Outside the NE Corridor, the million mark in ridership was exceeded on one route: the L.A.-San Diego line, which had 1,190,287 trips, a drop of only 1% from FY 81.

Ridge", 2996 "Pine Hill", 20225, 21815, 21873, 21804, 21830.

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EXPRESS ADS

VIA RAIL CANADA, AMTRAK, EURAIL PASS, 20th CENTURY RAIL TOURS - tickets and reservations - WE KNOW HOW! One call does it all. Pay by credit card or check. Tickets mailed directly to you. Contact GREAT WESTERN TOURS, masters of rail travel, Sheraton Palace Hotel, Suite 900, San Francisco 94105. (415) 398-2994.

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1983 TRAIN CALENDAR. Convenient 9x12 size features full-color photo of Amtrak's Broadway Limited at Lima. Whole year at a glance. Send $1.00 donation to: Ohio Association of Railroad Passengers, Box 653-N, Xenia, OH 45385.

HELP TRANSPORT 2000 Saskatchewan fight the Pepin passenger rail cuts in court. Good results to date do not eliminate a desperate need for financial help. To restore key services, especially the SUPER, send your donation today to: Transport 2000 Saskatchewan, Box 3594, Regina, Sask., S4P 3L7, Canada.

CONNECTICUT RAILROAD HISTORICAL ASSOCIATION programs for 1983 meetings--Feb. 27: Peter Welsh, "Improving Amtrak Service in the Northeast"; Mar. 27: F. Thomas Richardson, "The Rise and Fall of Patrick B. McGinnis: A Personal Recollection"; Apr. 24: Peter Roehm, "Railroads of Capes Cod/Ann and the Islands" and Donald Hart, "Restoration of the West Cornwall Station"; May 22: Theodore Scull, "Great Railway Journeys of the World." Meetings, free and open to the public, are held Sundays, 2pm at N. Canaan Town Hall Annex, Pease St., Canaan, CT. Phone 617-448-2224 or 203-927-3782.

"ISSUES IN AMERICAN RAIL TRAVEL", RTN's little book on important problems with America's rail passenger revival, is almost ready for publication. Price will be $4.50, which includes relevant tax & postage. Full details will be given later in RTN. Rail Travel News, PO Box 9007, Berkeley CA 94709.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

AMTRAK RIDERSHIP FIGURES

SEPTEMBER 1982 FIGURES--SECOND COLUMN IS % INCREASE/(DECREASE) OVER 1981

METROLINERS	79,919	(16.7)
NORTHEAST CORRIDOR CONVENTIONAL	474,462	4.0
PHIL-NEW HAVEN-SPRINGFIELD	15,598	(18.8)
NEW YORK-PHILADELPHIA	156,035	(12.1)
PHILADELPHIA-HARRISBURG	61,699	(11.2)
NEW YORK-HARRISBURG	23,006	(1.5)
TOTAL NORTHEAST CORRIDOR	810,719	(3.7)
NEW YORK-NIAGARA FALLS	56,421	(2.5)
CHICAGO-ST.LOUIS	14,855	(21.1)
CHICAGO-MILWAUKEE	8,950	(51.4)
CHICAGO-DETROIT/TOLEDO	24,549	(13.4)
CHICAGO-CARBONDALE	9,123	(28.9)
CHICAGO-QUINCY	4,204	(24.2)
LOS ANGELES-SAN DIEGO	74,394	(16.4)
SEATTLE-EUGENE	3,856	(50.3)
VANCOUVER-SEATTLE		(100.0)
WASHINGTON-CINCINNATI		(100.0)
WASHINGTON-MARTINSBURG	14,713	(34.4)
OAKLAND-BAKERSFIELD	10,508	(22.3)
NEW YORK-MONTREAL	7,095	5.7
CHICAGO-PORT HURON	5,234	(21.6)
CHICAGO-DUBUQUE		(100.0)
CHICAGO-DULUTH	4,977	(43.3)
CHICAGO-VALPARAISO	20,193	12.8
CHICAGO-INDIANAPOLIS	3,179	(38.2)
CHICAGO-PEORIA		(100.0)
CHICAGO-KANSAS CITY	5,850	(13.7)
PHILADELPHIA-PITTSBURGH	6,990	(12.5)
PORTLAND-EUGENE		(100.0)
LOS ANGELES-SACRAMENTO	5,041	.0
TOTAL SHORT DISTANCE	280,132	(23.9)
WASHINGTON-MONTREAL	10,122	(10.4)
NEW YORK-FLORIDA	35,222	(18.1)
CHICAGO-NEW YORK/WASHINGTON	19,627	(5.2)
CHICAGO-CINCINNATI-WASHINGTON	4,715	(69.8)
CHICAGO-SEATTLE (N)	27,613	7.6
CHICAGO-SAN FRANCISCO	21,504	(17.7)
CHICAGO-LOS ANGELES	20,280	(14.3)
CHICAGO-NEW ORLEANS	11,884	(18.8)
CHICAGO-TEXAS	5,346	(56.6)
LOS ANGELES-NEW ORLEANS	5,321	(23.9)
LOS ANGELES-SEATTLE	32,652	(28.9)
CHICAGO-NEW YORK/BOSTON	27,473	2.3
BOSTON-NEWPORT NEWS	4,360	(9.2)
NEW YORK-SAVANNAH	9,224	(20.1)
SEATTLE-SALT LAKE CTY/CHI	9,938	(34.7)
NEW YORK-NEW ORLEANS	14,358	(28.7)
LOS ANGELES/OGDEN-CHI	9,533	(22.5)
TOTAL LONG DISTANCE	269,172	(20.1)
SYSTEM TOTAL	1,361,023	(12.7)

Here are Amtrak's September ridership figures, released since our last issue was published (see RTN #255 for the August figures).

Systemwide, ridership was down 12.7% in September, in comparison with Sep 1981. (There wasn't room in the columns of figures at the left for the Special Trains category; these totalled exactly 1,000 in September, a 92.6% drop from the 13,472 figure of Sep 1981).

In September, all categories of ridership were down. The routes with blanks in the numbers of riders column are routes that were discontinued in Oct 1981. RTN calculates that if those routes had not been discontinued, total short distance ridership would be down only about 14.8% instead of 23.9%.

September was the end of Amtrak's fiscal year, so the figures for the entire fiscal year are now available. The system total was 19,042,325 compared to 20,609,944 in FY 1981, a drop of 7.6%. Total NE Corridor was down 2.7%, short distance down 12.1%, and long distance down 14.0%. Outside the NE Corridor, the million mark in ridership was exceeded on one route: the L.A.-San Diego line, which had 1,190,287 trips, a drop of only 1% from FY 81.